

TRADE WITH BRAZIL.

A Second Steamer for the American Line
To Be Launched To-Day.

NEW MARKET FOR THE UNITED STATES.

What It Is Proposed to Accomplish for Our Merchants.

CHARTER, Pa., April 5, 1878.

The launch of the new steamer of John Roach's line to Brazil, the City of Para, will be an important event in the history of Chester. The President of the United States, the Cabinet and a gathering of the most distinguished men of the nation will witness the formal inauguration of the new American steamship line to South America, and it is estimated that the famous armada of John Roach & Sons will tomorrow contain about 30,000 visitors from far and near.

The Presidential special train from Washington will arrive at Chester about half-past one. In the car will be the President, the Secretary of State, the Secretary of the Treasury, the Secretary of War, the Secretary of the Interior, the Secretary of the Navy, the Postmaster General, several foreign ministers and members of legations and a few others.

While the remainder of the train goes direct to the works the Presidential car will be sent to the Chester Railroad station, where the party will be received by the Mayor and city officials of Chester, who will escort them to the shipyards, with a company of the National Guard of Chester as a military escort.

At the gate of the yard the distinguished party will be met by Mr. John Roach & Sons. The workmen in the yards to the number of 2,000, will be drawn up in two lines, through which the party will be received by the Mayor, a French gentleman, some time ago erected a villa residence; but, unfortunately for Mr. Myers, his house overreached on the land belonging to Mr. Julius E. Stevenson, wife of Major Stevenson, who notified Mr. Myers that he must remove the building.

Mr. Myers determined to keep possession of the ground in dispute. A suit was therefore commenced by Mr. Stevenson against Mr. Myers for the recovery of the land encroached upon. The case was tried before Judge Joseph F. Barnard, of the Supreme Court, and resulted in a verdict of \$1,000 in favor of Mr. Myers, who has an option to purchase the Sheriff of Westchester county to place Mrs. Stevenson in possession of the land in question. Mrs. Stevenson then offered to sell to Mr. Myers the strip of land encroached upon, but Mr. Myers again refused to come to terms of settlement, whereupon Sheriff Brudage proceeded to the premises of Mr. Myers, with his carpenters and pointed out to him that if he would go ahead with the execution of his orders, which he had given, a slice of the village would be cut off, leaving the house exposed and exposed and the beams without proper support. The work occupied the carpenters three entire days, at an expense to Mr. Myers, who will have to meet the Sheriff's bill, besides the cost of repairs or reconstruction of the house.

United States to establish a trade. Encouraged by these expressions, and while the matter was pending, I determined to construct two iron steamers adapted for this trade, and I did so, arranging to have the two ships ready when the English contract expired.

But so determined were the English capitalists that an American foothold should not be allowed in Brazil when they found out what I had done, and that I was likely to get the contract, that nothing was left to do but to offer the services for nothing! They were actually willing to give up their subsidy of \$100,000 a year to freeze me out. Of course the Brazilians accepted their proposition, and thus involved a portion of \$1,000,000 in my pocket, and so I packed up and returned to New York having, as he thought, accomplished nothing. But I knew it was only a question of time when the English would tire of their shipping, and pack up and return, extracting from me to stay seven years if necessary. The ships I had built for the route were put to other use, and the project temporarily abandoned until June, Mr. Tandy, who had been in the English service, came to me and said, "I have the English line now, and you can have it." He had no money, but he was instructed to renew my application the moment they sought a renewal of their old contract. Meantime there was a committee of iron men from this country and their own equal to it if not superior to those European ports. Larger ships than the English steamers, and with better accommodations, were demanded. The English steamers, however, had many merits to offer, and I finally secured the contract four months ago.

SUCCESS AT LAST.

The agreement with the Brazilian government, dated November 10, 1877, by John Roach & Sons, is for ten years from the commencement of the line on the 1st of May. The City of Rio Janeiro, which was launched the other day, is the first of the series to be launched in three weeks, will perform regular monthly service between New York and Rio Janeiro. They will be the President, the Secretary of State, the Secretary of the Treasury, the Secretary of War, the Secretary of the Interior, the Secretary of the Navy, the Postmaster General, several foreign ministers and members of legations and a few others.

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TAKING POSSESSION.

About midway between Pothamville and Pelham Manor railroad stations, in Westchester county, Mr. James Myers, a French gentleman, some time ago erected a villa residence; but, unfortunately for Mr. Myers, his house overreached on the land belonging to Mr. Julius E. Stevenson, wife of Major Stevenson, who notified Mr. Myers that he must remove the building. Mr. Myers determined to keep possession of the ground in dispute. A suit was therefore commenced by Mr. Stevenson against Mr. Myers for the recovery of the land encroached upon. The case was tried before Judge Joseph F. Barnard, of the Supreme Court, and resulted in a verdict of \$1,000 in favor of Mr. Myers, who has an option to purchase the Sheriff of Westchester county to place Mrs. Stevenson in possession of the land in question. Mrs. Stevenson then offered to sell to Mr. Myers the strip of land encroached upon, but Mr. Myers again refused to come to terms of settlement, whereupon Sheriff Brudage proceeded to the premises of Mr. Myers, with his carpenters and pointed out to him that if he would go ahead with the execution of his orders, which he had given, a slice of the village would be cut off, leaving the house exposed and exposed and the beams without proper support. The work occupied the carpenters three entire days, at an expense to Mr. Myers, who will have to meet the Sheriff's bill, besides the cost of repairs or reconstruction of the house.

From New York will come a special train, which will arrive in the shipyard at half-past twelve. There will undoubtedly be a large body of representative commercial and official personages. At Philadelphia will be attached to this train the car of Governor Hartranft and staff.

A delegation from the Board of Trade and the Corn Exchange will come from Philadelphia on the American Line steamer Pennsylvania, which will stop at Chester and salute the new ship. The Mayor of Philadelphia and the members of council and the city government will go down to the launch on the tug Stately. There will be special trains run on the Philadelphia and Reading and other railroads, which will carry a large number of visitors from the interior. Many prominent railroad officials will be present, among them Colonel Thomas A. Scott, president of the Pennsylvania Railroad; F. S. Gowen, president of the Reading Railroad; J. E. Wootton, general manager of the Reading Railroad; Isaac Hinckley, president of the Philadelphia, Wilmington and Baltimore Railroad, and others.

ORIGIN OF THE LINE.

There has been so little published about the new line of American steamers between New York and Brazil that I called upon Mr. John Roach the other day for a history of an enterprise that promises to be of the utmost importance, especially to our manufacturers and their workmen, who are very much in need of an outlet for overstocked home markets. Somewhat condensed, his statement was about as follows:

After the panic of 1873, said he, the real cause of the depressed condition of the country was not well understood, and many of our business men thought that the effects would pass away in a little while, just as had been the case after other temporary periods of commercial depression. Such not proving to be the fact, in the latter part of 1874 I began to inquire into the causes of the long-continued stagnation. I found there was a large over-production of manufactured goods. We were making more goods than we could sell, and were unable to find a market in many foreign markets when we had no means of reaching. The condition of our own business—ship-building—showed that state of affairs. There were many important railroads, but they were not running the trains to their full capacity, and I knew that it would stimulate my business and the general business of the country to find a new market for our productions. We would either go to close up some of the foreign markets or the field of our own country. I knew that if we could only do the latter we would have great advantages in shipbuilding, for we can construct iron ships cheaper here than in any part of the world. For our own advantage, and also for the benefit of our citizens, I appointed a competent gentleman to visit the countries of the lower continent and carefully study their condition. During the time I was absent, he visited the principal countries of South America and found that they were very much interested in our labor-saving machinery and desirous of exchanging their agricultural products for our manufactured goods.

But no other country presented such an inviting field as Brazil. With a territory of 4,000,000 square miles—larger than our own country before the annexation of California, and with a population of 10,000,000, things were as much as coffee, rubber, valuable hard woods, dye woods, &c., while she is anxious to get in exchange agricultural implements and many other articles of our manufacture. No doubt, in the world are better adapted to trade with each other, adjoining, as they do, and each producing so many things that the other wants. Having reached this conclusion on the next day, it was to open a special line to Brazil. This had to be done in a hurry. Captain William F. Tisdale, who had travelled a great deal in South America, furnished with the proper letters he went to Brazil to discover exactly the true condition of the country, its value to the manufacturers of the United States and ourselves, and why it was that while we purchased so much from them they bought so little from us. For I found that we imported from Brazil \$50,000,000 a year, but had back only \$1,000,000, a difference of \$49,000,000 to be made up in gold taken out of the country. It was found that the United States is the only leading nation without direct communication with Brazil, and my object was to open up a steamer line with Brazil, and bring back Brazilian products—England, France, Germany, Spain, Italy, all having lines of steamers offering to their manufacturers the opportunity to sell to Brazil. The American steamship line to Brazil was excepted when an occasional sailing vessel arrived.

ENGLISH SUPERMERCY.

The English control by far the largest portion of the Brazilian mail and our mail to Brazil is carried in English steamers, and my object was to obtain a mail contract in the port of Rio Janeiro for the United States. We are the only people the English ever dream in competition in the manufacturing world, and every effort was made to relate to themselves the control of the Brazilian market. The English, however, had no Englishmen bound over to send a contract from the Empire to carry the mail from Rio Janeiro to the United States, merely stopping at New York on their way to Liverpool, but taking nothing but the mail and a few passengers. The English had a large mail and a cargo of coffee, duty free, then cross to Liverpool and return to Brazil with English manufactured goods, thus preventing the United States from getting any share of the market. 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